

Appendix C

Access Guidelines

Accessibility is a primary consideration in the designation and creation of Economic Development Opportunity Corridors. All development approved in these corridors should be designed as to not impede or detract from the opportunity created by this access. The following guidelines are designed to minimize the potential impacts associated with development in these corridors. As with all developments proposed within the Transportation Corridor Overlay District, each proposal's access plan will be evaluated on its individual merit and ability to comply with these guidelines.

Route 168

Access to the Chesapeake Expressway (168) north of Gallbush Road should adhere to the existing 168 road plan that was presented to the public during the public hearings for the project. There will be 2 (T) intersections south of Gallbush Road at Ballahack Road Relocated (4 way) and Neck Road. Access should be limited to the current breaks in non-ingress/egress easement. No additional access points should be provided. Access arrangements have been made for the properties in this segment of road either to the rear off of Ballahack Road, or by shared access points.

Entrance configurations for high volume and high-speed roadways should be in accordance with the Public Facilities Manual intersection design. Acceleration, deceleration, and turn lanes should be required in accordance with AASHTO recommendations.

Route 104

Route 104/ Dominion Boulevard should function as a limited access principal arterial. Access to Route 104 south of Cedar Road and north of George Washington Highway should be in accordance with the Master Plan for this corridor and should be designed to minimize access points & signals. Entrance configurations should be in accordance with the Public Facilities Manual intersection design. Acceleration, deceleration, and turn lanes should be required in accordance with AASHTO recommendations.

Adjacent Road Access and Internal Circulation

Entrances on intersecting roads within the Transportation Corridor Overlay District should be limited so as to meet desirable entrance and crossover spacing requirements for the future road configuration as defined in the City's Master Road Plan. Entrance configurations for high volume and high-speed roadways should be in accordance with the Public Facilities Manual intersection design. Acceleration, deceleration, and turn lanes will be required in accordance with AASHTO recommendations.

The number of entrances to property will be limited to the maximum extent practical as determined by the Director of Public Works in accordance with the Public Facilities Manual. Shared entrances will be required where land use and configuration permit. Entrances on City streets will not be permitted for out parcels and lease parcels and should be served by internal access lanes. Internal connectivity is strongly encouraged between adjacent parcels of similar use. No commercial entrances or road connections should be permitted within 500' of an interchange or intersection for Route 104 or Route 168 in order to accommodate existing and / or future left turn lanes.

Internal circulation within developments should promote an environment that is safe and functional for both vehicular and pedestrian traffic. Consideration should be given to the incorporation of bikeways and trails into the master plan, keeping in mind possible opportunities for interconnectivity with adjoining developments / properties.